

Message Text

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21

ACTION NEA-10

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-04 H-02 INR-07 L-03

NSAE-00 NSC-05 PA-01 PRS-01 SP-02 SS-15 USIA-06 OMB-01

SAB-01 SAM-01 /060 W

----- 053663

R 240810Z AUG 75

FM AMEMBASSY KUWAIT

TO SECSTATE WASHDC 3550

INFO AMEMBASSY JIDDA

AMEMBASSY MANAMA

AMEMBASSY TEHRAN

CINCUSNAVEUR

COMIDEASTFOR

C O N F I D E N T I A L KUWAIT 3480

E.O. 11652: GDS

TAGS: MILI, KU, SA, BA, IR

SUBJ: SUGGESTED KUWAIT AIR FORCE EXERCISES WITH MIDEASTFOR
DESTROYER

REF: STATE 199794 DTG 212310Z AUG 75 (NOTAL)

1. REFTEL REQUESTED ADDITIONAL INFO RE SUGGESTED EXERCISE:

A. CLASSIFICATION: BELIEVE GOK WOULD NOT REQUEST THAT
EXERCISE BE HELD CONFIDENTIAL, HOWEVER, IF SO DESIRED,
EXERCISE COULD BE CLOSELY HELD AMONG KUWAITIS. REGARDLESS,
WOULD NOT EXPECT WIDE KNOWLEDGE.

B. NATURE OF PROPOSED TRAINING: TRAINING WOULD BE GCI
(GROUND-CONTROLLED INTERCEPT) TRAINING WHICH IS THE DIRECTION
OF FIGHTER AIRCRAFT, UNDER RADAR CONTROL, TO INTERCEPT
ANOTHER AIRCRAFT. THERE EXISIS A WIDE RANGE OF OPTIONS AS
TO THE PERFORMANCE OF THIS TRANING FROM VIRTUALLY NO VISIBIL-
ITY UP TO A LOW LEVEL.

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1. THE LOWEST VISIBILITY PROCEDURES WOULD BE GCI TRAINING

CONDUCTED BY US CONTROLLERS (ABORD SHIP) AND KAF AIRCRAFT WHICH WOULD TAKEOFF AND MAKE RADIO CONTACT AT A PRE-DETERMINED POINT. TRAINING WOULD BE AT HIGH ALTITUDE AND JOINT ASPECT UNKNOWN TO ANY OBSERVER (EVEN WITH RADAR) UNLESS SKILLED PERSONNEL WERE ACTUALLY MONITORING RADIO FREQUENCY USED.

2. VISIBILITY WOULD INCREASE SOMEWHAT IF KAF OBSERVERS WERE PERMITTED ABOARD SHIP WITH INCREASED DEPENDENCE UPON NUMBER AND PLACE OF EMBARKATION/DEBARKATION. ALLOWING KAF CONTROLLERS VICE OBSERVERS WOULD NOT INCREASE VISIBILITY AND MIGHT ACTUALLY DECREASE IT. NUMBERS OF KAF PERSONNEL ABOARD SHIP WOULD PROBABLY BE NO MORE THAN FIVE AT MOST, AND CAN BE LIMITED AS DESIRED.

3. NUMBER OF KAF PLANES INVOLVED WOULD PROBABLY BE TWO (INTERCEPTOR AND "TARGET") AT ANY ONE TIME. THIS COULD BE INCREASED TO FOUR OR MORE. MORE THAN FOUR AT ONE TIME PROBABLY NOT FEASIBLE DUE KAF AIRCRAFT LIMITATION. ADDITIONAL FLIGHTS COULD, OF COURSE, BE SCHEDULED DURING PERIOD SHIP WAS IN GENERAL AREA.

R. LOCALE OF EXERCISE WOULD BE OVER INTERNATIONAL WATERS IN NORTHWEST ARABIAN GULF AND/OR WITHIN KUWAIT AIRSPACE WITH SHIP IN NORTHWEST GULF IN INTERNATIONAL WATERS (EXACT LOCATION NOT CRITICAL TO EXERCISE). TIMING WOULD BE MID-OCT 75 (13-15), (GOVERNED BY SHIP SCHEDULES).

5. SECURITY ASPECTS ABOUT US TECHNIQUES AND EQUIPMENT BELIEVED TO PRESENT NO SIGNIFICANT PROBLEMS. BASIC GCI TECHNIQUES VERY SIMILAR TO CIVIL AVIATION RADAR APPROACH CONTROL COMBINED WITH SOLUTION OF A NAVIGATION PROBLEM AND ARE NOT CLASSIFIABLE IN THEMSELVES. ANY SPECIFIC EQUIPMENTS ABOARD SHIP WHICH COULD NOT BE SHOWN TO KUWAITIS COULD BE "SECURED".

2. IN SUMMARY, SUCH AN EXERCISE CAN HAVE A VANISHINGLY LOW PROFILE IF DESIRED, AND WOULD NOT NORMALLY ATTRACT ANY ATTENTION AT ALL UNLESS DELIBERATELY PUBLICIZED AS THERE SIMPLY ISN'T MUCH (IF ANYTHING) THAT CAN BE SEEN EVEN IF YOU KNOW WHERE TO
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LOOK.

3. KAF IS KNOWN TO BE HIGHLY INTERESTED IN GCI TRAINING. PROPOSED APPROACH TO GOK WOULD BE BY CHIEF, USLOK, SIMPLY MENTIONING THAT SUCH COULD PROBABLY BE ARRANGED IF DESIRED IN COURSE OF NORMAL (FREQUENT) DISCUSSIONS ON ARRANGING TRAINING FOR KAF GCI CONTROLLERS IN CONUS. BELIEVE KAF WOULD EAGERLY ACCEPT OFFER.

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